

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S E C R E T

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DATE ACQUIRED **This is UNEVALUATED Information**

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Personnel **25X1**

1. The following were the leading employees at VEB Mathias-Thesen-Werft, Wismar, in February 1955:
 - a. Dockyard Manager **Ernst Roesse, SED (Sozialistische Einheitspartei Deutschlands - East German Communist Party)**
 - b. Technical Director **Guthard**
 - c. Head of Design Office **Hildebrand, SED**
 - d. Chief Mechanic **Schroeder, SED**
 - e. Chief Technician **Ullrich Langermann, SED**
 - f. Head of BFG² **Keil, SED**
 - g. Sales Manager **Kopplin, SED**
 - h. Chief Accountant **Maehl, SED**
 - i. Head of Finance Department **Hoffmann, CDU (Christian Democratic Union)**
 - j. Secretary for Economic Questions **Wiegand, SED**
 - k. Marketing Chief (Absatzleiter) **Becker, SED**
 - l. Chief Storekeeper **Schumacher, SED**
 - m. Director of Labor Department **Hehl, SED**
 - n. Assistant (Referent) to Hehl **Lindenberg, SED**

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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- o. Chief of the uniformed guards at the yard Behrend
 - p. Deputy to Behrend Kminikowski, SED
 - q. Head of civilian guards Zerk
 - r. Head of Auditing Department Wilhelm, SED
 - s. Head of Commercial Group Ehrlich, SED
 - t. Head of Technical Group Karl, SED
 - u. Head of Personnel Department Klimsch, SED
 - v. First Secretary of Plant Party Organization
(Betriebs-Partei-Organization) (BPO) Strunk, SED
 - w. Chief Trade-Union Cashier Seidelmann, SED
 - x. East German Communist Women's Organization
(Demokratischer Frauen-Bund Deutschlands) (DFD)
representative Wildfang, SED
 - y. German-Soviet Friendship (Deutsch-Sowjetische
Freundschaft-DSF) representative Ruschke, not a party member
 - z. Free German Youth Movement (Freie Deutsche
Jugend - FDJ) representative Jenssch, SED
2. The secretary of the SED organization is Hans-Peter Wolter, [redacted] formerly employed by DERUTRA (Deutsch-Russischer Transport-German-Russian Forwarding Agency), who enforces party decisions on the administration. The other members of this group are Frau Wildfang, Dr. Corduan, and Funk.

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The cable crane installations are only half completed, with only 12 of the proposed 24 overhead cranes (Laufkatzen) in use. Each has lifting capacity of 10 tons.

4. Shipbuilding during 1954a. LENISOVIET

The planned date of completion of this ship was February 1955. She is driven by turbo-electric propulsion and is fitted with a gyrocompass, repeaters, and an electric remote-controlled steering gear. She has several electric elevators, each with a carrying capacity of about 500 kg. There is a hold in the bow. The stem is reinforced. Awnings are provided for the boat and promenade decks.

b. KALININGRAD

The planned date of completion was February 1955, but this was not met. She is built as a freighter. Her home port is to be Leningrad.

c. VORONEZH and VOLOGDA

The home port of these freighters will be Murmansk. They are to be used for the Spitsbergen coal trade.

d. River Craft

At the end of 1954, three of these 95-m. vessels had been delivered, namely, CHALOV, MATROSOV, and RODINA. The first two are intended for service on the Yenisei, and the third probably for use on the Volga-Don Canal. A fourth of this series, DOVATOR, has been completed, but not yet delivered. Two others, one of which is to be called ERNST THAELMANN, are still under construction.

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e. STRALSUND

Shipbuilding and repairs for East Germany form only a minor part of the work of VEB Mathias-Thesen-Werft, and progress is slow and irregular because of shortages of materials. The only major production for 1954 was the completion of the freighter STRALSUND. This ship is of about 1,200 BRT (gross registered tons) and was scheduled to go into service on 20 December 1954. About 10 days before that date, on her final acceptance trial, sabotage was discovered: the fuel in the tank had been watered down by 27%. Consequently, the whole engine machinery had to be cleaned, and the fuel tanks pumped out and refilled. Her home port is Rostock.

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f. PBL

This former Liberty-ship is to be converted into a herring-canning factory ship. She is of 10,000 BRT and is at present being overhauled on the slips. The original hull only will be retained; the reconstruction will take about two and one-half years. To date, only 15% of this work has been completed.

g. SESTRORETSK

The fitting-out of this freighter of about 4,000 BRT is only about 35% completed.

h. 400-ton Floating Docks

These floating docks for vessels up to 400 tons are about 40 m. long and 25 m. wide. The height above sea level, including the superstructure, is 9-10 m. Two of these have already been launched and are now alongside being fitted out.

i. Small Tank Luggers

A series of about 10 small tank luggers, each of about 500 BRT, is to be built during 1955. The first of these has already been launched and is at present being fitted out. The length is about 45 m. and the beam 7-8 m. There are several single fuel points visible on deck, and the superstructure is aft. The slim narrow lines of the hull are striking, and good-quality steel has been used.

5. Knotenversand

Knotenversand is the cover name for the packing of goods for dispatch to the USSR. This task is one of the main activities of VEB Mathias-Thesen-Werft. The freight handled is dismantled industrial equipment, which is packed in wooden crates lined with roofing felt to protect their contents against the weather.

1.

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2.

Comment: Not further identified; possibly BfE-Buero fuer Erfindungswesen.

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3.

Comment: This ship has already made her maiden voyage.

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